

UNITED STATES DISTRICT COURT
SOUTHERN DISTRICT OF NEW YORK

GLOBAL TRANSPORTE OCEANICO,

Plaintiff,

-against-

BRYGGEN SHIPPING and TRADING A/S,

Defendant.

08 Civ. 6387

**DECLARATION OF
VADALI MURTHY IN SUPPORT OF
DEFENDANT'S MOTION FOR
COUNTER-SECURITY PURSUANT TO
SUPPLEMENTAL RULE E(7)**

I, Vadali Murthy, of Mumbai, India, a resident of India, declare under penalty of perjury under the laws of the United States of America, pursuant to 28 U.S.C. §1746, that the following is true and correct:

1. I am a Senior Superintendent for EMS Ship Management (India) Pvt. Ltd. ("EMS"), the technical managers for Bryggen Shipping and Trading A/S ("Bryggen"). I am a licensed Chief Engineer, having received my Certificate of Competency – Marine Engineer Officer Class I from the Government of India in 1995. I submit this declaration in support of Bryggen's motion for counter-security against Plaintiff Global Transporte Oceanico ("Global").

EMPLOYMENT HISTORY

2. I have been employed in the technical vessel management industry for 5 1/2 years. A copy of my curriculum vitae is attached as Exhibit 1 to this declaration.

3. Part of my daily activities concerns the monitoring of vessel repairs and maintenance in connection with statutory requirements and classification rules. In connection

with these responsibilities, I specifically assist in planning and personally monitor major repairs while the vessels are in dry dock or otherwise.

4. Shipping companies, like Bryggen, ask me to negotiate with repair yards, obtain quotes, and/or work with repair personnel to ensure vessels are repaired properly and effectively,

THE GLOBAL BAHIA AND ITS REPAIR DAMAGES

5. Based on my experience as a technical manager as described above, I am fully familiar with the events related below and with the repair costs and estimates related below.

6. In connection with the December 29, 2004 Charter between Bryggen and Global for the M/T Global Bahia (the "Vessel"), EMS was hired by Bryggen to complete a detailed Vessel Inspection Report for the Vessel before Global's intended redelivery.

7. On April 30 and May 2, 2008, I carefully inspected the Vessel during a voyage from Maceio, Brazil to Aratu, Brazil. Thereafter, I presented the Vessel Inspection Report to Bryggen for further use and consideration. (the "Report"). Attached hereto as Exhibit 2 is a copy of Vessel Inspection Report No.1/2008.

8. As noted on page 4 of my Conclusion to the Report, "the condition of the vessel has been deteriorating continuously; the condition of machinery and the machinery spaces is a major cause for concern. The House keeping in general case be rated as 'Fair' on Deck and 'Poor' in the Engine Room."

9. On pages 4-12 of the Report, I provide detailed examples of Vessel deficiencies to support my Conclusion. Unless these serious deficiencies were corrected, the Vessel would not be fit for its intended purpose in the industry.

10. As a result, Bryggen has taken the necessary steps to repair the Vessel. Specifically, the Vessel underwent initial repairs for a number of its defects in a port in Montevideo, Uruguay from July 1, 2008 until July 17, 2008. The repairs were performed by Tsakos Industrias Navals S.A. ("Tsakos"). The invoice for the initial repairs, which provides a detailed list of the initial defects repaired, totaled \$142,758. Attached hereto as Exhibit 3 is a copy of the July 16, 2008 invoice from Tsakos and receipt of payment.

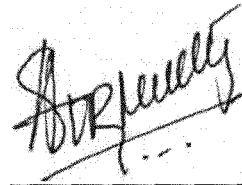
11. The remaining defects to the Vessel, or parts that need to be replaced, are significant. They include, but are not limited to, the following:

- Main Engine is being operated with high exhaust temperatures.
- Non Original cylinder liners were installed in units 3, 5 and 6 resulting in under performance of Main Engine.
- Sea growth / barnacles accumulation on the underwater areas of the hull;
- corrosion of the hydraulic pilot lines to the cargo pumps;
- rust to the hydraulic high pressure lines;
- disconnection of cargo steam lines;
- wasting of the cable trunk and branch lines and wasting of certain sections on the catwalks;
- poor condition of the pump room;
- out of order tank pressure alarms and cargo tank level indicators;
- disconnected cargo heating coils;
- out of order aft draft gauge;
- unacceptable modification of original cargo valves with actuators and valve wheels;
- poor condition of cargo heaters inlet and outlet valves;
- wasting of flow control valves, shock pads, and emergency FRAMO connections;
- new anchor required; and
- hard rust scale removal from the poop deck.

12. I have been in contact with ship repair companies in connection with repairing the remaining defects on the Vessel or obtaining the necessary spare parts, as described above. Although we are still in the process of obtaining the best rates/quotes from companies, we calculated the remaining Vessel repair costs to amount to \$805,393.00. In total, the costs for repairing the damage caused by Global to the Vessel (including the \$142,758 in repairs already made by Tsakos), are estimated to be \$948,151.

13. I make this estimate based on my experience in the industry, my personal inspection of the Vessel, and my contacting repair companies in connection with the Vessel damage.

Executed this 31st day of July, 2008 at Mumbai, India.

A handwritten signature in dark ink, appearing to read 'Vadali Murthy', is written over a horizontal line.

Vadali Murthy

EXHIBIT 1

VADALI S.V.R. MURTHY

EMS SHIP MANAGEMENT (INDIA) PVT. LTD.

☎ +91 22 6704 1000, +91 98212 09022 (Mobile)

✉ vmu@ems-asa.com

Work

Experience

Senior Technical Superintendent:

From 15th January 2008 onwards till date.

Technical Superintendent:

EMS SHIPMANAGEMENT (INDIA) PVT. LTD., MUMBAI

1st December 2002 – 14th January 2008.

JOB PROFILE: Shore-based Ship Management

- Preparation of yearly budget, in co-operation with shipboard management
- Evaluating progress and cost development against budgets, with proposals for necessary changes or improvements, subject to Management approval
- Monitoring ships performances through ship reports, class survey reports, and verification by inspection on board
- Providing maritime/technical information and support to shipboard management
- Endeavouring to improve maintenance systems, methods and practices
- Monitoring progress of repair and maintenance and classification/statutory programmes/surveys
- Monitoring effectiveness of verification and inspection activities
- Initiate and track necessary improvements to completion
- Planning and supervision of dry-docking, major repairs and conversions
- Monitoring of certificates status
- Assisting Technical Manager, in preparation of periodic reports to owners on ships technical/operational status and cost development
- Supporting implementation and operation of the quality system on board through inspections
- Quality System improvement in connection with inspection on board
- Secure required spares, stores and provision at all time is on board for safe ship operation
- Approval / acceptance of orders
- Handling insurance claims during the repair period. When repairs are completed claims are handed over the Insurance Department
- Follow developments of new equipment within function
- Assist or substitute other superintendents as necessary
- Follow up on rules/regulations and safety standards within function
- Condition survey of vessels prior to entering into management contracts and in connection with purchase/sale arrangements
- Identification and verification of training needs for on board staff, to ensure the competency level required

- Identification and verification of training needs of shipboard personnel whose work may cause a significant impact on safety, environment, and operations and providing feedback regarding such training needs through appropriate remarks in the Appraisal & Assessment Report and other reports to the Company's management.
- Taking active part in the Safety, Quality and Environmental culture within the Company

SEA SERVICE:

- *EMS - SELANDIA MARINE SERVICES – 1991 to 2002*
- *GREAT EASTERN SHIPPING – 1989 to 1990*

Shipboard Management Level:

CHIEF ENGINEER: 1999 to 2002

2ND ENGINEER: 1995 to 1999

Shipboard Operational Level:

3RD ENGINEER: 1990 to 1995

5TH ENGINEER: 1989 to 1990

**Education and
Training**

PRE SEA TRAINING: 1984 - 1988

Marine Engineering Apprenticeship – Hindustan Shipyard Ltd. –
Visakhapatnam.

Personal Details

Full Name : Vadali Surya Venkata Rama Murthy

Date of Birth : 22nd February 1965

Marital Status : Married

Nationality : Indian

Passport Number : G3917211

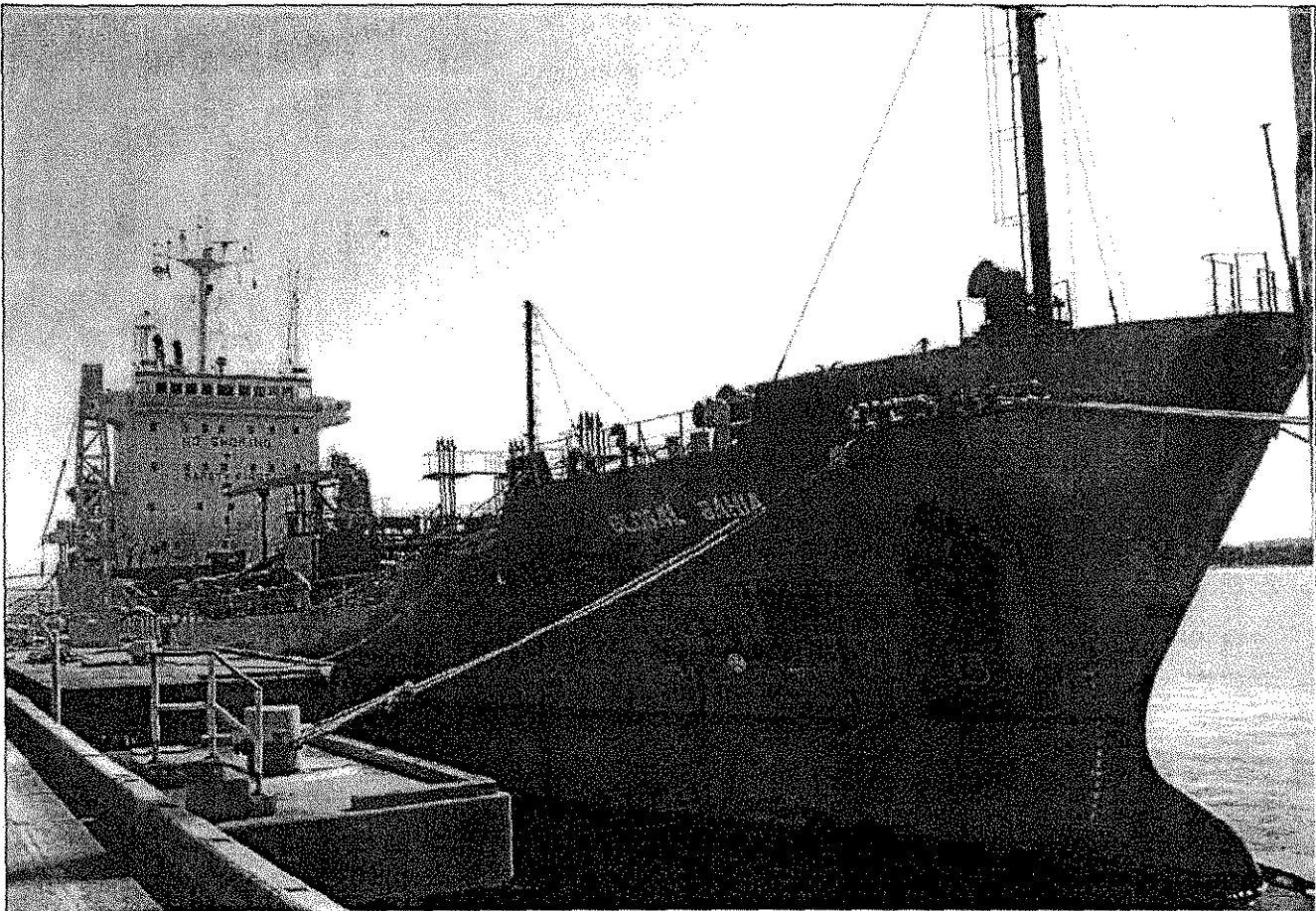
Date of Expiry : 03-07-2017

Present Address : 46/9, Ashok Kunj, J.B. Nagar,
Andheri (East),
Mumbai – 400 059, INDIA.

Permanent Address : 49-38-14/4, Green Park,
Akkayyapalem,
Visakhapatnam – 530 016, INDIA.

EXHIBIT 2

VESSEL INSPECTION REPORT



M/T "GLOBAL BAHIA"

Inspection Report No: 01/2008

Place: MACEIO - ARATU

Date: 30-04-2008 / 02-05-2008

EMS Ship Management (India) Pvt. Ltd.

R – 102, Remi Bizcourt, Plot No.9, Shah Industrial Estate,
Veera Desai Road, Andheri West,
Mumbai – 53, India.

Tel: +91 22 67041000, Fax: +91 22 67041011, Email: shipmanagement.in@ems-asa.com



EITZEN GROUP
Est. 1883

**M/T “GLOBAL BAHIA”
INSPECTION REPORT (No.1/2008)**

CONTENTS

VESSEL INSPECTION REPORT.....	1
1. PREAMBLE.....	3
2. CONCLUSION.....	4
3. SUMMARY / RECOMMENDATIONS.....	13
4. WORK LIST.....	14
5. SUMMARY OF CONDITION GRADING.....	15
5.1 OUTBOARD	15
5.2 MAIN DECK – CHEMICAL TANKER.....	15
5.3 FORECASTLE DECK AND MOORING ARRANGEMENTS.....	16
5.4 POOP DECK AND MOORING ARRANGEMENTS.....	16
5.5 SUPERSTRUCTURE AND ENGINE CASING OUTSIDE	17
5.6 FOREPEAK STORE	17
5.7 SPACES / STORE ROOMS UNDER POOP DECK (OUTSIDE ENGINE ROOM)	18
5.8 CARGO SYSTEMS – CHEMICAL TANKER	18
5.9 WATER BALLAST TANKS	19
5.10 FRESH WATER TANKS	20
5.11 VOID SPACE / DUCT KEEL / COFFERDAMS / PASSAGEWAYS	20
5.12 NAVIGATION EQUIPMENT	20
5.13 COMMUNICATION EQUIPMENT.....	21
5.14 ENGINE ROOM – CONDITION OF CLEANLINESS AND PAINTING.....	21
5.15 MAIN ENGINE	21
5.16 AUXILIARY ENGINES	22
5.17 STEAM SYSTEMS	23
5.18 OTHER AUXILIARY MACHINERY	24
5.19 EMERGENCY EQUIPMENT	25
5.20 SAFETY SYSTEMS / OPERATION SYSTEMS.....	25
5.21 ACCOMMODATION	26
5.22 ISM/ ISO/ ISPS	26
6. GRADING CRITERIA.....	28
6.1 STRUCTURE, MACHINERY, EQUIPMENT & COATING.....	28
7. CONDITION GRADING.....	29
7.1 OUTBOARD	29
7.2 MAIN DECK – CHEMICAL TANKER.....	29
7.3 FORECASTLE DECK AND MOORING ARRANGEMENTS.....	31
7.4 POOP DECK AND MOORING ARRANGEMENTS.....	32
7.5 SUPERSTRUCTURE AND ENGINE CASING OUTSIDE	33
7.6 FOREPEAK STORE	33
7.7 SPACES / STORE ROOMS UNDER POOP DECK (OUTSIDE ENGINE ROOM)	34
7.8 CARGO SYSTEMS – CHEMICAL TANKER	34
7.9 WATER BALLAST TANKS	37
7.10 FRESH WATER TANKS	38
7.11 VOID SPACES / DUCT KEEL / COFFERDAMS / PASSAGEWAYS	38
7.12 NAVIGATION EQUIPMENT	39

7.13	COMMUNICATION EQUIPMENT	39
7.14	ENGINE ROOM – CONDITION OF CLEANLINESS AND PAINTING.....	40
7.15	MAIN ENGINE	41
7.16	AUXILIARY ENGINES	41
7.17	STEAM SYSTEMS	41
7.18	OTHER AUXILIARY MACHINERY	42
7.19	EMERGENCY EQUIPMENT	43
7.20	SAFETY SYSTEMS / OPERATING SYSTEMS.....	44
7.21	ACCOMMODATION	45
7.22	ISM / ISO	46
8.	PHOTOGRAPHIC RECORD	47
9.	ENCLOSURES.....	48

1. PREAMBLE

Name of Vessel:	GLOBAL BAHIA	
Inspected by:	VADALI MURTHY	Sign:
Date:	03/05/2008	Place: MACEIO - ARATU
Inspection Report No:	01/2008	
Date of Last Inspection:	09/2007	
Date of Next Planned Inspection:	12/2008	
AVAILABLE SPACES:		
• Water ballast tanks	-	
• Cargo tanks	1 P, 2 S, 3 S, 5S	
• Cargo holds	N/A	
COPY OF THIS REPORT ISSUED TO:		
• Owners	YES	
• Vessel		
• Others (Please specify)		

2. CONCLUSION

The vessel was inspected during a voyage from Maceio to Aratu to assess the condition of the vessel and running machinery in the engine room. The report is made on the observations made at the time of inspection.

The vessel was stbd. side alongside at Braschem terminal in Maceio. The vessel was loading 2 grades of cargo – Caustic Soda solution and EDC. From the vessel's experience factor, the vessel has been loading the above grades only since the Global Transport took over the vessel in early 2005.

The condition of the vessel has been deteriorating continuously; the condition of machinery and the machinery spaces is a major cause of concern. The House keeping in general can be rated as "Fair" on Deck and "Poor" in Engine Room

A brief meeting took place on-board the vessel with the shipboard management and the Technical Manager - Mr. Jose Roberto, who also accompanied us on the vessel from Maceio to Salvador. The observations and deficiencies were discussed.

The working language is Portuguese; manuals & plans approved during the vessel's management with Global Transport are in Portuguese.

As all the log books are written in Portuguese, the readings and writings cannot be verified.

Following are the Observations / Deficiencies during the inspection:

CERTIFICATES & SURVEYS

- Vessel does not have an International Ship Security Certificate.
- Vessel does not have an International Air Pollution Prevention Certificate.
- Vessel does not have an Anti Fouling Certificate - for compliance with IMO Antifouling Systems Convention (use of TBT free Antifouling coatings). The vessel was docked in Sept 2007
- Vessel does not have an International Sewage Pollution Prevention Certificate

Following Surveys will be due in the Next 3 months

- * Annual Survey - Statutory and Class are due from 31-03-2008 and the cut off date is 30-06-2008
- *1101 AUX.BOILER NO.01 OIL FIRED (EXT.SURVEY) due from 09-06-2008 and the cut off date is 09-09-2008
- *1103 AUX.BOILER NO.02 WASTE GAS HEATED (EXT.SURVEY) due from 09-06-2008 and the cut off date is 09-09-2008
- * 0298 CYL.LINER, PISTON AND-ROD NO. (Due date - 2008-07-17)
- * 0330 CYL.LINER, PISTON AND-ROD NO.04 (Due date - 2008-05-31)
- * 1386 AUX.ENG.LUB.OIL PRIMING PUMP NO.01 (Due date - 2008-07-17)
- * 1307 E-MOTOR (Due date - 2008-07-17)
- * 1328 AUX.ENG.LUB.OIL PRIMING PUMP NO.02 (Due date - 2008-07-17)
- * 1349 E-MOTOR (Due date - 2008-07-17)

- * 1460 LUB.OIL TRANSFER PUMP STBD (FLOOR) (Due date - 2008-07-17)
- * 1481 E-MOTOR (Due date - 2008-07-17)
- * 1931 H.F.O SEPARATOR NO.02 PORT AFT (Due date - 2008-07-17)
- * 1952 E-MOTOR (Due date - 2008-07-17)

Following Surveys are reflecting Overdue in the Survey Status

2260 - FW Cooler Port (Unit Cooler) (PI - Deck) – (Due date 07-04-2008)
2568 - Incinerator Plant - (Due date 07-04-2008)

Conditions / Memoranda

***029 Memorandum**

See Message (Journal no.) 06-108569 of 2006-08-29

Ballast Water Tank No. 2 P/S and Fore Peak has to be inspected annually, due to the fact of POOR coating condition.

***032 Memorandum**

See Survey Statement 41 of 2007-11-20

CRANE ANNUAL THOROUGH EXAMINATION

Hose Handling Crane at midship, SWL of 5Tons (Crane No. 01), with its metallic box of hydraulic valves rusted badly.

To be repaired / renewed as necessary.

***034 Memorandum**

See Survey Statement 43 of 2007-12-17

Cargo tanks nos. 5P and S were found without remote indicator and closed digital gauging system.

These tanks are available only for carrying products that do not need closed gauging system, in accordance with the IMO CODE.

Classification Machinery Due Date

***024 Memorandum**

See Survey Statement 28 of 2006-10-29

Starboard side anchor

The vessel's spare anchor fitted at starboard side is to be identified. Certificate from Makers to be presented.

***035 Memorandum**

See Survey Statement 44 of 2008-03-03

The emergency power pack existing onboard is to be removed or is to be duly installed according to GL Rules. In this

case is to be tested in a presence of a GL Surveyor before put in running condition.

*** 036 Condition of Class**

See Survey Statement 46 of 2008-04-24

Occasional Survey carried out in the vessel's engine room:

The water leakage in the harbour seawater cooling pump – stbd is to be eliminated until 2008-07-23.

2008-07-23

*** 037 Condition of Class**

See Survey Statement 46 of 2008-04-24

Occasional Survey carried out in the vessel's engine room:

The general leakage of oil in the casing of main engine is to be eliminated and adjacent areas cleaned as necessary

until 2008-07-23.

2008-07-23

* 038 Condition of Class

See Survey Statement 46 of 2008-04-24

Occasional Survey carried out in the vessel's engine room:

The water leakage in the seawater pump for evaporator – stbd is to be eliminated until 2008-07-23.

2008-07-23

Statutory and other certificates Due Date

* Z29 Deficiency

See Survey Statement 46 of 2008-04-24

Safety Radio HSSC Periodical Survey:

Antenna's fixation devices found partially corroded. To be repaired or renewed as necessary until 2008-06-23.

2008-06-23

OUTBOARD

- The top sides have 2 different colour shades.
- The forward and stern areas have different colour compared to the mid-ship area.

MAIN DECK

- The hydraulic pilot oil lines to the cargo pumps under the catwalk are corroded badly and are being replaced as when there is break down.
- The securing clamps for hydraulic lines and other piping are wasted and at many places have become loose on the piping.
- The High pressure lines and Return lines have rust spots all over.
- The cargo pump controls are rusted.
- Cargo tank steam lines on Main deck are wasted. The steam lines are disconnected and removed from place.
- The WBT vent heads are in poor state.
- The ballast pump room exhaust duct is wasted and holed at the section near to the break of poop deck.
- The ballast pump room exhaust uptake cowl is also corroded and needs to be attended
- The cable trunk and the branch lines are wasted at many places. The condition of the branch lines to alarm sensors on the cargo tanks and cargo tank vent lines in particular is bad.
- The Hose handling crane at the mid-ship is being operated without the safety cut outs.
- The Hose handling crane at the mid-ship control lever is secured in place by hose bands (jubilee clips)
- Main deck is well maintained on the sides with anti skid path ways. However the area between the deck longitudinals and transverse beams require attention and maintenance.

FORECASTLE DECK AND MOORING ARRANGEMENTS

- The bushes have worn down to a large extent on both the windlasses and the gears are just about meshing. These are to be attended urgently to avoid the anchors running out which might result in losing anchors and the anchor chains.
- The anchor chain stoppers are worn out, these are not being used.

- The supports for the securing bottle screws for the fwd stores hatch are corroded and thinned down. The flat bar plates are required to be renewed to avoid loosening of the securing bottle screws of the hatch cover during rough weather and subsequent ingress of water into the forepeak stores where the Bow Thruster and other electrical equipments are also located.
- The cable channels on the fwd mast are wasted.

POOP DECK AND MOORING ARRANGEMENTS

- Poop deck area in the aft needs to be attended to remove the hard rust scales.
- Both the accommodation ladders appeared to be in a satisfactory condition. Since these ladders are not being used the operational status is not known.

SUPERSTRUCTURE AND ENGINE CASING OUTSIDE

- A stand-by portable generator is placed on the 1st deck (Aft - Stbd) of the accommodation block. The Class (GL) has issued a memo (035) to remove this portable power pack or is to be duly installed to comply with GL Rules.
- The blower for Galley is without a vent head and is covered with a Rubber sheet.
- The sanitary space exhaust blowers located on the compass deck and also on the aft of the accommodation (1st deck and 2nd Deck) are wasted (Holes).

FOREPEAK STORE

- The condition of the Bow Thruster and its operation could not be verified as the Shaft Generator is out of order and the other generators cannot take load.
- The Power Pack no.3 has a hydraulic oil leakage from the mechanical seal.
- The condition of the equipment is not known as there is no record of the testing of Emergency Cargo Pump and the Hoses is available on-board.
- The condition of the equipment is not known as there is no record of the testing of Tank Cleaning Hoses is available on-board..

SPACES / STORE ROOMS UNDER POOP DECK (OUTSIDE ENGINE ROOM)

- The Emergency Fire Pump was not operated since CDI Inspection. The vacuum pump has been removed from place for repairs ashore.
- The Ballast pump room cosmetic condition is Fair to Poor and needs to be improved. The piping and equipment needs to be cleaned and maintained.
- There is no lubrication of the bearings for the equipment (bilge pump, pump room fans, ODME pump, etc...) which have the shafts penetrating through the pump room/engine room bulkhead.
- The pump room Bilge pump is not in place. Understand that this pump has been removed for repairs ashore.
- Remote indication of the Ballast tank valve position (open/shut) is not operational.

CARGO SYSTEMS – CHEMICAL TANKER

- Cargo Tanks Level indicators - Out of order
- Cargo tanks High Level Alarm (95%) and High High Level Alarm (98%) - out of order
- Tank pressure alarms are out of order and this is a non compliance with secondary means of venting.

- Cargo Heating coils are disconnected and connecting pipe lines were removed from the main deck. The main steam line has open flanges.
- Purging reports provided indicates that the cargo pumps 2C and 3C have leakage of cargo into cofferdam.
- ODME condition is not known. As per the records it has been last tested on 28-02-2008; the condition of the ODME Equipment located in the Ballast pump room is poor.
- Aft Draft Gauge is out of order.
- The Tank Cleaning Heaters are not in use and the condition is not known.
- The Cargo Heaters on deck are not in use and the condition is not known
- No record of the testing of Emergency Cargo Pump and the Hoses is available on-board. Hence the condition of the equipment is not known.

Framo System (power packs, deep well pumps, emergency portable pump, etc.) in entirety is required to be inspected by the FRAMO Service Engineer. All cargo pumps, FCVs, etc are to be overhauled during the upcoming dry docking.

WATER BALLAST TANKS

- Not Inspected - because the atmosphere in the tanks could not be confirmed for "safe entry", this is due to the failure of "Oxygen meter" on-board.
- Ballast tanks condition is reported POOR to FAIR by the Class (GL) in the ESP and CAS reports.

FRESH WATER TANKS

- Not Inspected.

VOID SPACE / DUCT KEEL / COFFERDAMS / PASSAGEWAYS

- Not Inspected - because the atmosphere in the spaces could not be confirmed for "safe entry", this is due to the failure of "Oxygen meter" on-board.

NAVIGATION EQUIPMENT

- Speed log is Out of order
- Weather Fax is not operational.
- SVDR is not installed. However, this equipment is required to be installed at the first scheduled dry-docking after 1st July 2007 but not later than 1st July 2010.

COMMUNICATION EQUIPMENT

- In working order.

ENGINE ROOM – CONDITION OF CLEANLINESS AND PAINTING

- The cleanliness of the Engine room is Poor. The engine room flooring is Oily and the water is flowing on the deck near the purifiers.
- Most of the machinery has leaks and need to be rectified
- There are several oil leaks on the Aux engines and M/E leading into the bilges. Significant oil leaks are noted from machinery spaces; oil accumulation in the Bilges is a potential fire hazard
- There is Major leakage from the Stern Tube seal into E/R. The leakage can be expected to be around 600ltrs/hr and also it has been noticed the Bilge Pump is continuously running.

MAIN ENGINE

- Main Engine is being operated with "Slow Down request" alarm (High exhaust temperature)
- The M/E is operating with very high exhaust temperatures
- The aux blowers which are supposed to cut off when the M/E is at full speed are being used continually to supply air to the engine to reduce the exhaust temps.
- Fuel injection pumps are leaking.
- Fuel Oil leakage from the pipelines and drains.
- Shaft Generator is inoperative as the elastic ("Vulkan") coupling is removed from place and reportedly sent ashore for repairs.
- Scavenge Air Pressure is very low and scavenge air manifold temperature is high 57 deg C
- Viscometer is erratic in operation
- Exhaust gas outlet pipes cyls. 1, 5 and 6 leaking gas into the ER
- The T/C filter is fouled
- No Spare Cylinder Liner on-board. The old liner on-board appears to be a condemned one
- The laggings on the exhaust outlets are impregnated with oil splashing from the exhaust valves
- The Oil level in the sump tank is being maintained very low - just above the alarm level.
- The average consumption of ME LO is reported to be around 400ltrs/day - which is Alarming.
- No records of Maintenance on-board
- There are no records of fuel oil analysis reports on-board.
- There are no records of Lub. oil analysis reports on-board.
- There are no Cooling Water reports available on-board.

Complete overhaul of the Main Engine and Turbo Charger with spares from Engine Makers spares is required.

Complete check of the automation and the safety alarms and trips are to be done.

AUXILIARY ENGINES

- Vessel is equipped with only "2 aux engines" of rated capacity of 625 kVA (500 kW) each. However presently 2 Generators are being run on parallel with 140 kw/each (Total load 280 KW) which indicates that the condition is very poor.
- No Single Auxiliary Engine can take Full Sea load. This leaves the vessel without any Stand-by Generator.
- Many pyrometers, thermometers and Manometers are out of order.
- There are no records of fuel oil analysis reports on-board.
- There are no records of Lub. oil analysis reports on-board.
- There are no Cooling Water reports available on-board.

AUX. ENGINE NO.1 (Stbd)

- Suffered damage to the unit -4, which caused breakage of Piston and cylinder cover. A thorough check on the crankshaft will be required.
- The Exh. Gas Temperatures for cylinders 1, 2, 5 and 6 cannot be read due to faulty pyrometers.
- The Jacket CW thermometers are out of order.
- Fuel Injection Pumps # 1, 3 and 6 are leaking fuel.
- RPM Indicator (tachometer) is out of order.
- Scavenge Air and fuel manometers are out of order.
- There is a major exhaust leakage from the cylinder cover of unit - 4
- The exhaust manifold is without any protective cover and the lagging is in poor state.
- No records of Maintenance on-board

AUX. ENGINE NO.2 (Port)

- The Exh. Gas Temperatures for cylinders cannot be read due to faulty pyrometers.
- Fuel Injection Pumps are leaking fuel.
- RPM Indicator (tachometer) is out of order.
- Manometers are out of order.
- The Jacket CW thermometers are out of order
- The Rocker LO is contaminated with water. It is more of water than oil in the system.
- Unit-4 cylinder exhaust and inlet valve springs are broken
- No records of Maintenance on-board.

Complete overhaul of both the Generator Engines and Turbo Chargers with spares from Engine Makers is required.
Complete check of the automation and the safety alarms and trips are to be done.

STEAM SYSTEMS

- The Boiler Feed Water Pumps are being operated on Manual Mode. Automatic control is out of order.
- The Economizer circulating pump no. 1 is inoperative and No.2 pump is badly leaking from the shaft seal/gland.
- The Stbd. Side Gauge Glass is leaking profusely and presently isolated by shutting the valves.
- The Auxiliary boiler is being operated only on Diesel Oil. The operation of the Boiler on Fuel Oil also needs to be verified.
- Steam leakage from Main Steam Stop valve observed.
- Boiler water analysis reports are not available on-board.
- The Auxiliary Boiler is not operational during the vessel's call at Salvador and Aratu.

Complete check of the automation and the safety alarms and trips are to be carried out.

OTHER AUXILIARY MACHINERY

- Lub oil Purifier is operating only in manual mode. The automatic controller is out of order.
- Diesel Oil Purifier is operating only in manual mode. The automatic controller is out of order.
- Fuel Oil Purifier no. 1 is inoperative (break down).
- Main Fire Pump – leaking from the seal and is inoperative.
- Viscometer does not work properly.
- Sludge Pump is out of order.
- Aux CSW. Pump is having leakage from mechanical seal.
- Main Eng. Lub oil Pump no.1 is having leakage from mechanical seal.
- FWG is not being run due to leakage from the Ejector pump seal (COC 38).
- The FWG distillate pump is out of order.
- FWG Salinometer is not in place and the blanked.
- The Electric motor for the Hydraulic Cooling Water pump is not in place.
- Accommodation Air conditioning system Blower unit bearings are damaged and the Air Handling Unit needs to be attended.
- The Electric Motors are in poor shape. No records of maintenance and Insulation reading are available on-board.
- Various SW valves are found leaking from the Glands and valve covers.
- No records of Maintenance on-board
- Incinerator - out of order
- OWS – is not operational. Oil Content Meter is not working.

Complete check of the automation and the safety alarms and trips are to be done.

EMERGENCY EQUIPMENT

- The Emergency Fire Pump was not operated since CDI Inspection. The vacuum pump has been removed from place, reportedly for carrying out repairs ashore.

SAFETY SYSTEMS / OPERATION SYSTEMS

- Fixed fire system is Halon 1301. Due to the phasing out of the production and consumption of Halon 1211, 1301 and 2402 that began on 1 January 2000, there has been increasing difficulty with regard to locating servicing facilities and suppliers for the testing and maintenance of existing fixed Halon fire suppression systems and components. The European Commission considers that supply of a non-EU flagged ship in an EU-port with halon is considered as illegal export. Therefore, please be aware that in case Halon is discharged for whatever reason, refilling of such systems on non-EU flagged ships with Halon will not be possible and that vessel will be detained until a new fixed fire fighting system is installed on board. Based on this, vessels calling regularly at European ports would be well advised to replace the system as soon as practicable.
- Even though the records indicate the life boats are being launched in compliance with statutory requirements, there is no evidence that the lifeboats had been moved weekly. Life Boats are cause of concern. The hull is dented at the bow and distorted in way of the buoyancy chambers. The life boat engine were not tested during the

inspection, however needs to be painted to protect from rusting. **These boats are to be replaced at the earliest possible.**

- Immersion Suits - only 6 nos. are provided (meets the requirement of the flag state – Brazil)
- Chemical Suits are in poor condition and need to be replaced (5 nos.)
- Gas Detection Instruments requires repairs / replacement.

ACCOMMODATION

- Two doors (meat and fish) showing leakage and has ice around the doors.
- The Mattresses in the crew accommodation are to be replaced or renewed.
- The toilets are to be attended to maintain the Cleanliness and Hygiene.
- Sanitary Hydrophore system is not effective. Buckets are being used to flush the toilets.
- Hospital and the Medicine Chest are to be verified and to be ordered accordingly.
- The chairs and sofas are to be changed as required in crew quarters.
- Accommodation air-conditioning system blower bearing is damaged.

ISM / ISO / ISPS

- The vessel does not have International Ship Security Certificate, Ship Security Plan, Ship Security Alarm System, etc.

PLANNED MAINTENANCE PROGRAMME:

- (Electronic) is no more being used as the system crashed 6 months ago. A paper based maintenance system in use, which did not fully cover critical equipment / items.
- No Temperature or Pressure Calibrator on-board for the calibration of pressure gauges and thermometers on-board.

THE VESSEL NEEDS TO BE UPGRADED TO MEET THE REQUIREMENTS OF THE INDUSTRY.

3. SUMMARY / RECOMMENDATIONS

Administrative items. (as a result of inspection)	
• Restriction in trading area.	Only Brazil
• Restriction in cargoes which the vessel is designed / certified to carry	As listed in COF
• National authority to be informed.	No
• Classification society to be informed.	No
• Others to be informed (USCG, Port Authority)	No
Pending requisitions / orders:	N/A
Pending correspondence:	N/A
Pending personnel matters:	N/A
Check of:	
• Planned maintenance	Not in use
• Spare part control system	No inventory available
• Lubrication oil management	No records
• Budget / cost control	N/A
• Company reporting manual	N/A
• Safety and Quality manuals	N/A
• Dock regulation	N/A
Technical items. (as a result of inspection)	
• Remarks to speed / consumption:	N/A
• Remarks to off-hire:	N/A
• Remarks to cargo operations:	N/A
Recommendations for upgrading / capital improvement:	See Section 5
Special items discussed, prepared with officers / crew at this inspection (major repairs, dry-docking, budget, safety):	Discussed with Tech. Mngr. and Shipboard Management
Outstanding / deferred major repairs:	Yes
Special notes / remarks or conditions which must have special attendance at next planned inspection:	Yes
Any particular instruction given at this inspection:	Discussed
Other:	

4. WORK LIST

VESSEL'S NAME:

INSPECTION DATE:

INSPECTION REPORT NO:

Job No.	Code No.	Description	Defects Details	Action to be taken	Time permitted	Requirement of spares / stores if any

Notes: Items to be listed in the following order:

- . Outstanding items from the previous reports.
- . Items from present inspection.

Superintendent

5. SUMMARY OF CONDITION GRADING

5.1 OUTBOARD

The top sides have 2 different colour shades. It appears that top sides are painted recently and still needs to be completed.

The forward and stern areas have different colour compared to the mid-ship area.

The hull markings are painted.

Sea growth on the underwater areas is noticed. It is recommended to clean the under water areas of the Hull and the propeller blades at the earliest convenient opportunity.

Vessel does not have an Anti Fouling Certificate - for compliance with IMO Antifouling Systems Convention (use of TBT free Antifouling coatings). The vessel was docked in Sept 2007

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.2 MAIN DECK – CHEMICAL TANKER

Main deck is well maintained on the sides with anti skid path ways. However the area between the deck longitudinals and transverse beams require attention and maintenance.

The hydraulic piping on the main deck is a point of concern. The hydraulic pilot oil lines to the cargo pumps under the catwalk are corroded badly and are being replaced as and when there is a break down.

The securing clamps for hydraulic lines and other piping are wasted and at many places have become loose on the piping. The High pressure lines and Return lines have rust spots all over. The cargo pump controls are rusted.

Cargo tank steam lines on Main deck are wasted. The steam lines on deck are disconnected and removed from place. The condition of the cargo heaters is not known as they are not being used. The WBT vent heads are in poor state. The deflector plates on the vent head are wasted. The defective vent heads need to be repaired / replaced.

The ballast pump room exhaust duct is wasted and holed at the section near to the break of poop deck. The exhaust uptake cowl is also corroded and needs to be attended.

The cable trunk and the branch lines are wasted at many places. The condition of the branch lines to alarm sensors on the cargo tanks and cargo tank vent lines in particular are bad.

The Hose handling crane at the mid-ship is being operated without the safety cut outs. The chain wheel drive for safety system, is out of order and has been sent ashore for repairs.

Portable Gangway is being used during the port calls.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.3 FORECASTLE DECK AND MOORING ARRANGEMENTS

Forecastle deck is maintained with anti-skid paint.

All the wires and mooring ropes are in a satisfactory condition

Watertight doors leading to the forecastle store & forward hatch are with new packing.

Windlass and mooring winches are operating satisfactorily.

The bushes have worn down to a large extent on both the windlasses and the gears are just about meshing. These are to be attended urgently to avoid the anchors running out which might result in losing anchors and the anchor chains.

The chain stoppers are worn out, these are not being used.

The mooring winches do not have the split drum arrangement.

The remote operation of the mooring equipment from the sides is not being used and the operational status not known.

The gratings at the control stand are showing sign of wastage due to corrosion.

The goose neck vents have holes and need to be repaired at the earliest (Load line item)

The supports for the securing bottle screws for the fwd stores hatch are corroded and thinned down.

The flat bar plates are required to be renewed to avoid loosening of the securing bottle screws of the hatch cover during rough weather and subsequent ingress of water into the forepeak stores where the Bow Thruster and other electrical equipments are also located.

The cable channels on the fwd mast are wasted. The forward mast and its mountings are in a satisfactory condition.

All fairlead rollers & multi-lead rollers are in operational condition.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.4 POOP DECK AND MOORING ARRANGEMENTS

Poop deck area in the aft needs to be attended to remove the hard rust scales.

Aft mooring winches are operating satisfactorily. Mooring ropes and wires are in a satisfactory condition.

Both the accommodation ladders appeared to be in a satisfactory condition. These ladders are not being used and the operational status is not known. Understand that these are being lowered every month to verify the operation.

Safety items (Escape Sets) are stored in a locker at the forward of the accommodation block. The Bunker davits (P&S) and the aft provision crane (P&S) are reportedly tested in July-2006.

Repair required	None	<input type="checkbox"/>	Minimal	<input checked="" type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input checked="" type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.5 SUPERSTRUCTURE AND ENGINE CASING OUTSIDE

Superstructure front is in satisfactory condition. The painting of accommodation block is half completed and the top half still needs to be completed. The cosmetic condition of the super structure decks is Fair and needs to be attended - except for the bridge deck which is well maintained.

Ladders, Main Mast are in a satisfactory condition. The landing platform on top section of the main mast is wasted.

Funnel is in satisfactory condition with a few streaks of rust. The exhaust uptakes are wasted at the free end.

A stand-by portable generator is placed on the 1st deck (Aft - Stbd) of the accommodation block. When enquired regarding the portable power pack, the reply received was - since the Shaft Generator is out of order this portable power pack is placed on-board as a stand-by. However, the Class (GL) has issued a memo (035) to remove this portable power pack or is to be duly installed to comply with GL Rules.

The blower for Galley is without a vent head and is covered with a Rubber sheet. A spare vent head has been delivered on-board and is planned to be installed in place during the vessel's call to Santos.

The sanitary space exhaust blowers located on the compass deck and aft of the accommodation (1st deck and 2nd Deck) are wasted (Holes). These are load line items and needs urgent attention.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.6 FOREPEAK STORE

The House keeping of the Fore Peak the stores is Satisfactory. However, it is noticeable that the deck has been painted over the rust without any surface preparation (last minute preparations).

The Bow thruster's compartment is in a satisfactory condition.

The condition of the Bow Thruster and its operation could not be verified as the Shaft Generator is out of order and the other generators cannot take load.

A new Oil mist detector is required to be installed with an alarm system to cover the area of the Power Packs – which is now a requirement of the Oil Majors.

The power pack (Hydraulic Machinery) room floor is oily and needs to be maintained to avoid any slips or falls. The source of leakage is to be indentified and rectified.

The condition of the equipment is not known as there is no record of the testing of Emergency Cargo Pump and the Hoses is available on-board.

There is one Smoke detector located in the power pack room. However this detector is hanging loose from it location.

The Power Pack no.3 has a hydraulic oil leakage from the mechanical seal.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.7 SPACES / STORE ROOMS UNDER POOP DECK (OUTSIDE ENGINE ROOM)

The space is having a steering gear room and the emergency fire pump room. Various items like steel pipes, flat bars, angle bars etc. are stored in this space A working air compressor and a Breathing air compressor are also located in this compartment.

The condition of this spaces, stores, etc.. needs to be cosmetically improved.

The Emergency Fire Pump was not operated since CDI Inspection. The vacuum pump has been removed from place for repairs ashore. This space does not have a High Level Alarm.

The Ballast pump room cosmetic condition is Poor and needs to be improved. The performance of the Ballast Pumps and Tank Cleaning Pumps are satisfactory. There is no lubrication of the bearings for the equipment (bilge pump, pump room fans, ODME pump, etc...) which have shafts penetrating through the pump room/engine room bulkhead.

The pump room Bilge pump is not in place. Understand that this pump has been removed to repair ashore.

Remote indication of the Ballast tank valve position (open/shut) is not operational.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.8 CARGO SYSTEMS – CHEMICAL TANKER

All the Cargo tanks are reported in satisfactory condition.

The zinc coated & epoxy tanks are in a good condition with 2% coating damage.

The center tanks which are clad 317L stainless steel are reported in good condition.

Cargo Oil pumps (FRAMO – Deep well pumps) are operating satisfactorily. However, Purging reports provided indicates that the cargo pumps 2C and 3C have leakage of cargo into the

cofferdam.

No record of the testing of Emergency Cargo Pump and the Hoses is available on-board. Hence the condition of the equipment is not known.

The condition of the equipment is not known as there is "no record" of testing the Tank Cleaning Hoses is available on-board.

Cargo Tanks Level indicators – Out of order.

Cargo tanks Alarm Level (95 and 98%) - Out of order

Tank pressure alarms are out of order and this is a non compliance with secondary means of venting.

There were no records of calibration check of the pressure in the cargo tanks, Cargo Tanks level indicators and level alarms for last 12 months.

Cargo Heating coils are disconnected and connecting pipe lines were removed from the main deck.

The main steam line has open flanges.

The condition of the Cargo Heaters on Main Deck is not known as they were never used in the last 3 years.

Framo System (power packs, deep well pumps, emergency portable pump, etc..) in entirety is required to be inspected by the FRAMO Service Engineer. All cargo pumps, FCVs, etc are to be overhauled during the upcoming dry docking.

The Power Pack no.3 has a hydraulic oil leakage from the mechanical seal.

Framo system Feed pump -1, is out of order.

As the vessel is being carrying only Annex II cargoes, the ODME condition is not known. As per the records it has been tested on 28-02-2008; the condition of the ODME Equipment located in the Ballast pump is poor.

The vessel is provided with 3 UTI tapes and is being used for closed ullaging.

Oil spill equipment needs to be supplied in Entirety.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.9 WATER BALLAST TANKS

Not Inspected - because the atmosphere in the tanks could not be confirmed for "safe entry", this is due to the failure of "Oxygen meter" on-board

Ballast tanks condition is reported POOR to FAIR by the Class (GL) in the ESP and CAS reports.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.10 FRESH WATER TANKS

Fresh water tanks not inspected. However, were reported to be satisfactory.

Repair required	None	<input type="checkbox"/>	Minimal	<input checked="" type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input checked="" type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.11 VOID SPACE / DUCT KEEL / COFFERDAMS / PASSAGEWAYS

Not Inspected - because the atmosphere in the spaces could not be confirmed for "safe entry", this is due to the failure of "Oxygen meter" on-board.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.12 NAVIGATION EQUIPMENT

All the navigation equipment are in working order. AIS and other bridge equipment are reported in good working order.

Only the ARPA is being used. The radar is working and seldom used as the equipment is very old. It may be required to renew the Radar at the earliest convenient.

Charts and Publications are not updated. These are only being updated for the present trading area along the Brazilian Coast.

Weather Fax is out of order.

AIS and other bridge equipment are in working order. AIS may need to be replaced to meet with new requirements of CDI, where in the categories of the cargo carried x, y, z can be entered.

Weather is FAX out of order.

SVDR is not installed. However, this equipment is required to be installed at the first scheduled dry-docking after 1st July 2007 but not later than 1st July 2010.

Repair required	None	<input type="checkbox"/>	Minimal	<input checked="" type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input checked="" type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.13 COMMUNICATION EQUIPMENT

Vessel is equipped with GMDSS equipment. Vessel is equipped with "Sat C" and "Mini M" equipment. Phone, Fax and telex are in good working order.

Vessel is equipped with Amos mail for e-mail communication.

The vessel is having computers in Master, Chief Engineer and Ship's Office which are networked. The computers are very old and slow - needs to be upgraded with new computers.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.14 ENGINE ROOM – CONDITION OF CLEANLINESS AND PAINTING

The cleanliness of the Engine room is Poor. The engine room flooring is Oily and water is flowing on the deck near the purifiers.

Bulkheads need to be cleaned and painted in several areas. Most of the machinery has leaks and need to be rectified.

There are several oil leaks on the Aux engines and M/E leading into the bilges.

The tank top is with Oil and water. Significant Oil leaks are noted from machinery and Oil accumulation in the Bilges is a potential fire hazard. There is no evidence of any attempt being made to rectify the leaks. Class has imposed COCs 36, 37, 38 in this respect

There is Major leakage from the Stern Tube seal into E/R. The leakage can be expected to be around 600ltrs/hr and also it has been noticed the Bilge Pump is continuously running.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.15 MAIN ENGINE

The performance of the engine had deteriorated. The engine can be operated from the bridge, engine control room and the emergency station. However, it is presently being operated from ECR.

Main Engine is being operated with "Slow Down request" alarm (High exhaust temperature)

The M/E is operating with very high exhaust temperatures

The aux blowers which are supposed to cut off when the M/E is at full speed are being used continually to supply air to the engine to reduce the exhaust temperatures.

M/E tachometer at the local stand is out of order.

Fuel injection pumps are leaking

Fuel Oil leakage from the pipelines and drains

Shaft Generator is inoperative as the flexible ("Vulkan") coupling is removed from place and reportedly sent ashore for repairs

Scavenge Air Pressure is very low and scavenge air manifold temperature is high 57 deg C

Viscometer is erratic in operation

Exhaust gas outlet pipes cyls. 1, 5 and 6 leaking gas into the ER

The T/C filter is fouled

No Spare Cylinder Liner on-board. The old liner on-board appears to be a condemned one

The laggings on the exhaust outlets are impregnated with oil splashing from the exhaust valves

The Oil level in the sump tank is being maintained very low - just above the alarm level.

The average consumption of ME LO is reported to be around 400ltrs/day - which is Alarming.

No records of Maintenance on-board

There are no records of fuel oil analysis reports on-board.

There are no records of Lub. oil analysis reports on-board.

There are no Cooling Water reports available on-board.

A COMPLETE SET OF THE TEST KITS FOR ON-BOARD ANALYSIS OF FUEL OIL, LUBRICATING OIL AND COOLING WATER ARE REQUIRED TO BE SUPPLIED.

Complete overhaul of the Main Engine and Turbo Charger with spares from Engine Makers is required.

Complete check of the automation and the safety alarms and trips are to be done.

The forward end of the engine is coupled to a Shaft generator through step up gear. The capacity of the shaft generator is 625 kVA (500 kW).

The condition of the Flexible coupling is not known. The entire coupling assembly has been removed from place and shifted to shore work shop. It requires to be inspected by the Makers technician.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.16 AUXILIARY ENGINES

Vessel is equipped with only "2 aux engines" of rated capacity of 625 kVA (500 kW) each.

However presently 2 Generators are being run on parallel with 140 kw/each (Total 280 KW) which indicates the condition is very poor.

No single Generator is capable of taking the full Sea Load. This leaves the vessel without any stand-by Generator.

Many pyrometers & pressure gauges are found inoperative during the inspection.

The aux. engines are being run on diesel oil.

There are No records of Maintenance on-board

There are no records of Lub. oil analysis reports on-board.

There are no Cooling Water reports available on-board.

AUX. ENGINE NO.1 -

Suffered damage to the unit -4, which caused breakage of Piston and cylinder cover. A thorough check on the crankshaft will be required.

The Exh. Gas Temperatures for cylinders 1, 2, 5 and 6 cannot be read due to faulty pyrometers.

The Jacket CW thermometers are out of order.

Fuel Injection Pumps # 1, 3 and 6 are leaking fuel.

RPM Indicator (tachometer) is out of order.

Scavenge Air and fuel manometers are out of order.

There is a major exhaust leakage from the cylinder cover of unit - 4

The exhaust manifold is without any protective cover and the lagging is in poor state.

No records of Maintenance on-board

AUX ENGINE NO. 2

The Exh. Gas Temperatures for cylinders cannot be read due to faulty pyrometers.

Fuel Injection Pumps are leaking fuel.

RPM Indicator (tachometer) is out of order.

Manometers are out of order.

The Jacket CW thermometers are out of order

The Rocker LO is contaminated with water. It is more of water than oil in the system.

Unit-4 cylinder exhaust and inlet valve springs are broken

No records of Maintenance on-board

Complete overhaul of both the Generator Engines and Turbo Chargers with spares from Engine Makers is required.

Complete check of the automation and the safety alarms and trips are to be done.

A COMPLETE SET OF THE TEST KITS FOR ON-BOARD ANALYSIS OF FUEL OIL, LUBRICATING OIL AND COOLING WATER ARE REQUIRED TO BE SUPPLIED.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.17 STEAM SYSTEMS

Vessel is equipped with one oil-fired boiler and one exhaust gas economiser. Both the Aux boiler and the economizer are reported to be working satisfactorily. The Auxiliary Boiler is not operational during the vessel's call at Salvador and Aratu.

The Auxiliary boiler is being operated only on Diesel Oil.

The Boiler Feed Water Pumps are being operated on Manual Mode. Automatic control is out of order.

The Economizer circulating pump is no. 1 inoperative and No.2 pump is badly leaking from the shaft seal/gland.

The Stbd. Side Gauge Glass is leaking profusely and is presently isolated by shutting the valves.

There is steam leakage from the Main Steam Stop valve gland.

Boiler water and Cooling Water Records are not available on-board.

A COMPLETE SET OF THE TEST KITS FOR ON-BOARD ANALYSIS OF BOILER WATER IS REQUIRED TO BE SUPPLIED.

Complete check of the automation and the safety alarms and trips is required to be carried out. The operation of the Boiler on Fuel Oil also needs to be verified.

Repair required	None	<input type="checkbox"/>	Minimal	<input checked="" type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input checked="" type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.18 OTHER AUXILIARY MACHINERY

Lub oil Purifier is operating only in manual mode. The automatic controller is out of order.

Diesel Oil Purifier is operating only in manual mode. The automatic controller is out of order.

Fuel Oil Purifier no. 1 is inoperative (breakdown).

Main Fire Pump – leaking from the seal and is inoperative.

Viscometer does not work properly.

Sludge Pump is out of order.

Aux. CSW Pump is having leakage from mechanical seal.

Main Eng. Lub oil Pump no.1 is having leakage from mechanical seal.

FWG is not being run due to leakage from the Ejector pump seal (COC 38). The FWG Distillate pump is out of order. FWG Salinometer is not in place and the connections are blanked.

The Electric Motors are in poor shape and no records of maintenance and insulation readings are available on-board.

The Electric motor for the Hydraulic Cooling Water pump is not in place.

Accommodation air condition unit is operating satisfactorily.

Accommodation Air conditioning system Blower unit needs to be attended as it is found vibrating.

The blower bearing top half is found loose and was rectified after showing the same to the chief engineer. However, the bearing got damaged within 2 days of running and the Air Conditioning System is out of order. The ducting and the internals are in poor condition.

Provision refrigeration both reefer compressors have been replaced due to breakdown

Sewage Treatment unit is not in operation.

Various SW valves are found leaking from the Glands and valve covers.

No records of Maintenance on-board

Incinerator - out of order

OWS – is not operational. Oil Content Meter is not working.

Complete check of the automation and the safety alarms and trips are to be done.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.19 EMERGENCY EQUIPMENT

Vessel is equipped with Emergency Generator, Emergency fire pump and Emergency Batteries. Emergency Generator supplies the essential power to one of the steering gear hydraulic pump unit, Emergency fire pump, Navigational aids, Emergency lighting, etc., Emergency batteries supply power for the GMDSS equipment.

The Emergency Fire Pump was not operated since CDI Inspection. The vacuum pump has been removed from place, reportedly for carrying out repairs ashore.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required): Halon 1301 fixed fire fighting installation for Engine room and Pump room need replacement to CO2.								

5.20 SAFETY SYSTEMS / OPERATION SYSTEMS

The vessel is fitted with Halon 1301 for fixed fire fighting system for both the machinery spaces as well as for the pump room. As this system is not being accepted by many flag states it will be required to be changed some time in 2007. All halon bottles have been serviced & charged wherever necessary.

Due to the phasing out of the production and consumption of Halon 1211, 1301 and 2402 that began on 1 January 2000, there has been increasing difficulty with regard to locating servicing facilities and suppliers for the testing and maintenance of existing fixed Halon fire suppression systems and components. The European Commission considers that supply of a non-EU flagged ship in an EU-port with halon is considered as illegal export. Therefore, please be aware that in case halon is discharged for whatever reason, refilling of such systems on non-EU flagged ships with halon will not be possible and that vessel will be detained until a new fixed fire fighting system is installed on board. Based on this, vessels calling regularly at European ports would be well advised to replace the system as soon as practicable.

Even though the records indicate the life boats are being launched in compliance with statutory requirements, there is no evidence that the lifeboats had been moved weekly. Life Boats are cause of concern. The hull is dented at the bow and distorted in way of the buoyancy chambers. The life boat engine were not tested during the inspection, however needs to be painted to protect from rusting. **These boats are to be replaced at the earliest possible.**

Chemical Suits are in poor condition and need to be replaced (5 nos.)

Immersion Suits only 6 nos. are provided (meets the requirement of the flag state – Brazil)

Gas Detection Instruments requires repairs / replacement.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input type="checkbox"/>	Considerable	<input checked="" type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.21 ACCOMMODATION

The interiors including the common places are clean and maintained. Many spare cabins fittings have all been removed.

Two doors (meat and fish) showing leakage and has ice around the doors.

The Mattresses in the crew accommodation are to be replaced or renewed.

The toilets are to be attended to maintain the Cleanliness and Hygiene

Sanitary Hydrophore system is not effective. Buckets are being used to flush the toilets.

Hospital and the Medicine Chest are to be verified and to be ordered accordingly.

The chairs and sofas are to be changed as required in crew quarters.

Accommodation air-conditioning system blower bearing is damaged.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

5.22 ISM / ISO/ ISPS

ISM and ISO is just a PAPER exercise on-board.

There are no records of fuel oil analysis reports on-board.

The Planned Maintenance System (Electronic) is no more being used as the system crashed 6 months ago. A paper based maintenance system in use, which did not fully cover critical equipment / items.

No Temperature of Pressure Calibrator on-board.

UTI tapes – 3 nos. Are being used for closed ullaging.

Repair required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Upgrade required	None	<input type="checkbox"/>	Minimal	<input type="checkbox"/>	Intermediary	<input checked="" type="checkbox"/>	Considerable	<input type="checkbox"/>
Remarks (Expenses if outside assistance is required):								

6. GRADING CRITERIA

6.1 STRUCTURE, MACHINERY, EQUIPMENT & COATING

Grade 5 (very good)

Condition superior in all respects; very well maintained; a condition of unimpaired original strength and/or efficiency; no maintenance or repair required.

Coating condition, with only minor rust spots, local breakdown at edges to an extent of less than 0.5 percent of area.

Grade 4 (good/satisfactory)

Average satisfactory condition; well maintained, deficiencies of a minor nature not requiring correction; a condition of wear and tear of such an extent as not to essentially affect original strength and/or efficiency.

Coating condition, with local breakdown at edges of stiffeners and weld connections plus light rusting breakdown between 3 to 10 percent of area.

Grade 3 (serviceable)

Condition below average; condition of wear and tear of such an extent as to reduce strength and/or efficiency to a degree short of necessity for immediate corrective measures.

Coating condition, with general breakdown of coating between 30 to 60 percent of area.

Grade 2 (unsatisfactory)

Condition below average; deficiencies requiring immediate corrective measures or those carrying a condition of class.

Coating condition: all coatings wasted.

Grade 1 (unexamined)

Condition that could not be determined due to vessel being laden, not gas free, tanks and spaces not clean, etc. (Explain).

Coating condition: access not permitted or unsafe for access.

Description

INSPECTION DATES

(Previous 3 inspections & the present condition)

Remarks

or

See Note No.

30/08/07

03-05-08

7. CONDITION GRADING*(Over-all Impression)*

7.1 OUTBOARD						
7.1.1	Top side port	3	4			
7.1.2	Top side starboard	3	4			
7.1.3	Vertical side port	3	4			
7.1.4	Vertical side starboard	3	4			
7.1.5	Name – Home port	4	4			
7.1.6	Name – Draft marks, Freeboard marks	4	4			
7.1.7	Rudder	4	4			
7.1.8	Anchors	3	3			Replaced with spare without certificate
7.1.9	Sacrificial anodes	4	1			
7.1.10	Propeller(s)	4	1			
7.1.11	Bow-thruster	4	1			
7.1.12	Sea suction and overboard valves	4	4			
7.2 MAIN DECK – CHEMICAL TANKER						
7.2.1	Deck plating paint condition	3	3			
7.2.2	Bulwark	3	3			
7.2.3	Breakwater	4	-			
7.2.4	Hand rails	4	3			
7.2.5	Bollards	4	4			
7.2.6	Hawsers	4	4			
7.2.7	Ladders	3	3			
7.2.8	Water tight access hatches	4	4			
7.2.9	Water tight doors	4	4			
7.2.10	Sounding pipes / air pipes	4	3			
7.2.11	Ventilation intakes with closing devices	4	-			
7.2.12	Deck houses outside & Store rooms inside	4	4			
7.2.13	Life lines	4	4			
7.2.14	Gangway port / starboard with equipment	3	3			
7.2.15	Pilot ladder port / starboard with equipment	4	3			

Case 1:08-cv-06387-DLC	Document 10-4	Filed 07/31/2008	Page 9 of 27	
Description	CONDITION GRADE NO. (1 to 5 to be filled up against each item listed below as applicable)			Remarks or See Note No.
	INSPECTION DATES (Previous 3 inspections & the present condition)			
	30/08/07	03-05-08		

7.2.16	Scupper with closing devices	4	4			
7.2.17	Spare anchor	2	2			Spare anchor used without certificate
7.2.18	Spare propeller	N/A	-			
7.2.19	Manhole covers	3	3			
7.2.20	Access covers, hatches, housing	4	3			
7.2.21	Hydraulic pipes with valves	2	2			
7.2.22	Hydraulic machinery	3	3			
7.2.23	Bunker manifold	3	3			
7.2.24	Bunker pipes with valves	4	3			
7.2.25	Lubrication oil filling pipes	4	3			
7.2.26	Drip tray for oil filling and tanks vent pipes	3	3			
7.2.27	Compressed air pipe with valves	4	3			
7.2.28	Fire line with hydrants and valves	4	4			
7.2.29	CO ₂ pipes with valves		-			
7.2.30	Electrical cable pipes	4	3			
7.2.31	Steam pipeline with valves	2	2			The steam lines to the cargo tanks have been removed and blanked
7.2.32	Drip trays at manifold	4	4			
7.2.33	Bunker derricks	3	4			
7.2.34	Provision crane operation condition status	4	4			
7.2.35	Provision derricks with winches operation condition status		-			
7.2.36	Winches for derricks		-			
7.2.37	Mooring winches with controls operation condition status	3	3			
7.2.38	Lighting	4	4			
7.2.39	Quick closing valve devices for fuel & diesel tanks	4	4			
7.2.40	Portable tank ventilator	4	4			
7.2.41	Tank hatch with ullage hatch, flame arrestors and closing devices	4	4			
7.2.42	Tank washing hatches	4	4			

Description

INSPECTION DATES

(Previous 3 inspections & the present condition)

30/08/07

03-05-08

or

See Note No.

7.2.43	Tank air pipes	4	4			
7.2.44	P / V Valves	4	4			
7.2.45	Cargo pipelines (general) (separate report to be made to include pressure test data)		4			
7.2.46	Fire water main and water spraying system	4	4			
7.2.47	DCP pipe line with valves	2	2			CO2 bottles missing
7.2.48	Foam guns / DCP Systems	4	3			
7.2.49	Cargo heaters on deck	4	1			Not in use condition Unknown
7.2.50	Vapour emission systems	4	4			
7.2.51	Vapour return line	4	4			
7.2.52	Cargo gauging as per IBC requirement	2	2			10 tanks not working
7.2.53	Cargo temperature measurement as per IBC requirement	2	2			10 tanks Not working
7.2.54	Inert gas generator	N/A	-			
7.2.55	Inert gas pipeline with valves	N/A	-			
7.2.56	Inert gas system	N/A	-			
7.2.57	Inert gas interlocking trips and associated alarms	N/A	-			
7.2.58	Inert gas deck seal	N/A	-			
7.2.59	List of cargo hoses with latest pressure testing date	N/A	-			
7.2.60	Inert gas evacuation pipes	N/A	-			
7.2.61	Fixed tank washing machines	N/A	-			
7.2.62	Portable tank washing machines	4	4			16 N0s.
7.3 FORECASTLE DECK AND MOORING ARRANGEMENTS						
7.3.1	Deck plating paint condition	4	4			
7.3.2	Bulwark	4	4			
7.3.3	Bollards	4	4			
7.3.4	Hawser Pipes	4	4			
7.3.5	Spurling Pipes	3	3			
7.3.6	Fairleads	4	3			
7.3.7	Mooring ropes / wires	4	4			
7.3.8	Watertight access hatches / doors	4	4			

Description

INSPECTION DATES

(Previous 3 inspections & the present condition)

30/08/07

03-05-08

or
See Note No.

7.3.9	Sounding / ventilation / air pipes with closing devices	4	4			
7.3.10	Hand rails	4	4			
7.3.11	Mast	4	4			
7.3.12	Windlass port with controls operation condition status	2	2			Bushes worn
7.3.13	Windlass stbd with controls operation condition status	2	2			Bushes worn
7.3.14	Brake lining port	3	3			
7.3.15	Brake lining starboard	3	3			
7.3.16	Mooring winch operating condition status	4	4			
7.3.17	Foundation of the equipment	4	4			
7.3.18	Towing arrangement	N/A	-			
7.3.19	Chain washing arrangements	4	4			
7.3.20	Hydraulic pipes	4	3			
7.3.21	Fire lines with hydrants	4	3			
7.3.22	Anchor cables port	4	3			
7.3.23	Anchor cables starboard	4	3			
7.3.24	Lifelines	4	-			
7.3.25	Life raft	4	-			
7.3.26	Fire Dampers	4	3			

7.4 POOP DECK AND MOORING ARRANGEMENTS

7.4.1	Deck plating paint condition	4	3			
7.4.2	Bulwark	4	3			
7.4.3	Bollards	4	3			
7.4.4	Hawsers	4	4			
7.4.5	Fairleads	4	4			
7.4.6	Mooring ropes / wires	4	4			
7.4.7	Water tight access hatches / doors	4	3			
7.4.8	Sounding / ventilation / air pipes with closing devices	4	3			
7.4.9	Hand rails	4	4			
7.4.10	Mooring winches with controls operation status	4	3			
7.4.11	Brake linings	4	3			
7.4.12	Hydraulic pipes	4	3			

Description	INSPECTION DATES (Previous 3 inspections & the present condition)				Remarks or See Note No.
	30/08/07	03-05-08			

7.4.13	Fire lines with hydrants	4	3			
7.4.14	Lifelines	4	-			
7.4.15	Flagpole	4	4			
7.4.16	Fire dampers	4	4			

7.5 SUPERSTRUCTURE AND ENGINE CASING OUTSIDE

7.5.1	Bulkheads - paint condition	4	4			
7.5.2	Decks - paint condition	4	3			
7.5.3	Scuppers	4	3			
7.5.4	Radar mast	4	4			
7.5.5	Funnel	4	3			
7.5.6	Ventilation intakes	4	4			
7.5.7	Fire dampers	4	4			
7.5.8	Watertight doors	4	4			
7.5.9	Water tight covers for ventilators	4	4			
7.5.10	Outside doors	4	4			
7.5.11	Hand rails	4	4			
7.5.12	Lifeboat - Freefall	N/A	-			
7.5.13	Lifeboat - rescue davit launched	N/A	-			
7.5.14	Life rafts - port / stbd	4	4			
7.5.15	Swimming pool	N/A	-			
7.5.16	Fire Stations	4	4			
7.5.17	Fire line with hydrants	4	4			
7.5.18	Air intake arrangements for ventilation rooms	4	3			
7.5.19	Lighting	4	4			
7.5.20	Fire dampers	4	4			
7.5.21	Windows / Portholes	4	3			Leaking from port holes

7.6 FOREPEAK STORE

7.6.1	Paint condition	3	4			
7.6.2	General cleanliness	3	4			
7.6.3	Suez Searchlight	4	4			
7.6.4	Hydraulic pumps / motors / systems	4	3			
7.6.5	Ladders	4	4			

Description	INSPECTION DATES (Previous 3 inspections & the present condition)				Remarks or See Note No.
	30/08/07	03-05-08			

7.6.6	Suction wells	4	4			
7.6.7	Chain lockers	4	1			
7.6.8	Suction from chain lockers	4	4			
7.6.9	Anchor cable washing pipes	4	4			
7.6.10	Ventilation system	4	4			
7.6.11	Manhole covers	4	4			
7.6.12	Lighting	4	4			
7.6.13	Emergency fire pump	N/A	-			
7.6.14	Fire dampers	4	4			
7.6.15	Bow thruster room	4	4			
7.6.16	Bow thruster operation condition status	4	1			
7.6.17	Deck air compressor	4	-			

7.7 SPACES / STORE ROOMS UNDER POOP DECK (OUTSIDE ENGINE ROOM)

7.7.1	Paint condition	4	3			
7.7.2	General cleanliness	3	3			
7.7.3	Hydraulic pumps / motors / systems		3			
7.7.4	Ladders	4	3			
7.7.5	Suction wells		3			
7.7.6	Manhole covers	4	4			
7.7.7	Emergency fire pump	4	3			Without vacuum priming pump
7.7.8	Emergency generator	4	4			
7.7.9	Steering gear	4	4			
7.7.10	Ventilation system	4	4			
7.7.11	Lighting	4	4			
7.7.12	Fire stations	4	4			
7.7.13	Paint store		-			
7.7.14	Fire dampers	4	4			
7.7.15	Fan rooms for accommodation	4	3			
7.7.16	Fans for engine room	4	4			

7.8 CARGO SYSTEMS – CHEMICAL TANKER

	CARGO TANKS (Separate comments to be made for each tank)					
7.8.1	Condition coating / steel	4	4			

Description	INSPECTION DATES (Previous 3 inspections & the present condition)				Remarks or See Note No.
	30/08/07	03-05-08			

7.8.2	Front bulkhead	4	4			
7.8.3	Aft bulkhead	4	4			
7.8.4	Port longitudinal bulkhead or shipside	4	4			
7.8.5	Stbd longitudinal bulkhead or shipside	4	4			
7.8.6	Deck head	4	4			
7.8.7	Bottom plating	4	4			
7.8.8	Wash bulkhead	4	-			
7.8.9	Cargo pipes, couplings and bulkhead penetrations	4	4			
7.8.10	Condition of anodes		-			
7.8.11	Cargo tanks rubber lining		-			
7.8.12	Bell-mouth of pipes		-			
7.8.13	Tank hatch inside	4	4			
7.8.14	Ladders	4	4			
7.8.15	Platforms	4	4			
7.8.16	Sounding pipe with strike plate	4	4			
7.8.17	Emergency shut down (ESD) and equipment	4	4			
7.8.18	Ullage measuring system	4	4			
7.8.19	Cargo system gauges and alarms	4	2			
7.8.20	Overfill alarms	4	2			
7.8.21	Heating coils (with insulation supports)	3	1			Never used or tested
7.8.22	Hydraulic pipes	3	2			
7.8.23	Cargo control room and equipment	4	3			
7.8.24	Cargo compatibility chart and record book	4				
7.8.25	Valves in cargo line	4	3			1 P&S, 3P&S, 4S cargo tank leaking
7.8.26	Stripping pipe lines and valves	4	4			
7.8.27	Deep well cargo pumps	4	4			
7.8.28	Drop pipe	4	4			
7.8.29	Pitting in bottom plate	4	4			
7.8.30	Cat walks	4	3			Side walk gratings are rusted
7.8.31	Hand rails	4	4			

Description	INSPECTION DATES (Previous 3 inspections & the present condition)				Remarks or See Note No.
	30/08/07	03-05-08			

7.8.32	Bilge lines		-		
7.8.33	Ballast lines		-		
7.8.34	Fire dampers		-		
	Cargo pump room (s)				BALLAST PUMP ROOM
7.8.35	Entrance duct condition	4	4		
7.8.36	Pump room above floor level	4	3		
7.8.37	Piping above floor level	4	4		
7.8.38	Pump room below floor level	3	3		
7.8.39	Piping below floor level	3	3		
7.8.40	Valves	4	4		
7.8.41	Hydraulic system for valves	4	4		Pneumatically operated valves
7.8.42	Cargo pumps		-		
7.8.43	Emergency cargo pump	4	4		
7.8.44	Air tank cleaning pump	4	-		
7.8.45	Butterworth heater	4	1		
7.8.46	Stripping pump(s)		-		
7.8.47	Ladders / platforms	4	4		
7.8.48	Ventilation	4	4		
7.8.49	Connection between engine and pump room	4	4		
7.8.50	Stripping system in pump room		2		Bilge pump out of order and removed from place
7.8.51	Temperature, Gas sensing devices	4	-		
7.8.52	Lighting	4	4		
7.8.53	Water ballast system	4	4		
7.8.54	Spare electric fan and motor		-		
7.8.55	Fire dampers	4	4		
7.8.56	Bilge alarm	4	4		
7.8.57	Eductor	4	-		
	CRANE - HOSE HANDLING				
7.8.58	Outside cleanliness	4	4		
7.8.59	Inside cleanliness	4	3		
7.8.60	Outside paint condition	4	4		
7.8.61	Inside paint condition	4	3		

Case 1:08-cv-06387-DLC	Document 10-4 Filed 07/31/2008	Page 16 of 27			
Description	(1 to 5 to be filled up against each item listed below as applicable)				Remarks or See Note No.
	INSPECTION DATES				
	(Previous 3 inspections & the present condition)				
	30/08/07	03-05-08			

7.8.62	Condition of hoisting wires (Last renewed 28/10/05)	3	4			
7.8.63	Condition of luffing wires (Last renewed)	3	4			
7.8.64	Hydraulic system	4	4			
7.8.65	Electrical system		-			
7.8.66	Windows / wipers		-			
7.8.67	Latest oil sample landed	NR	-			
7.8.68	Latest renewal of oil	NR	-			
7.8.69	Latest service carried out	NR	-			
7.8.70	Latest annual survey					
7.8.71	Latest load testing					
7.8.72	Stock of spares					
7.8.73	Mechanical maintenance	4	4			
7.8.74	Crane railing / platforms	4	4			
7.8.75	Crane ladders	4	4			
7.8.76	Crane lighting	4	-			
7.8.77	Check of cargo gear book	4				

7.9 WATER BALLAST TANKS

	WATER BALLAST TANKS (Separate comments to be made for each tank)					<u>As per photos & report</u>
7.9.1	Coating condition		1			
7.9.2	Cleaning condition		1			
7.9.3	Sounding plate with strike plate		1			
7.9.4	Air pipe		1			
7.9.5	Filling pipe with bell-mouth		1			
7.9.6	Other pipes passing through tank		1			
7.9.7	Pitting in bottom plate		1			
7.9.8	Manhole		1			
7.9.9	Hydrogen detection system		1			
7.9.10	Sacrificial anodes		1			
7.9.11	Remote sounding equipment		1			
7.9.12	Damages		1			
7.9.13	Previous damages		1			

Description

INSPECTION DATES

(Previous 3 inspections & the present condition)

30/08/07

03-05-08

Remarks

or

See Note No.

7.10 FRESH WATER TANKS

	FRESH WATER TANK (Separate comments to be made for each tank)					<u>NOT INSPECTED</u>
7.10.1	Paint condition		1			
7.10.2	General cleanliness		1			
7.10.3	Sounding pipes with striking plate		1			
7.10.4	Air pipes		1			
7.10.5	Filling pipes		1			
7.10.6	Remote sounding		1			
7.10.7	Manholes		1			

7.11 VOID SPACES / DUCT KEEL / COFFERDAMS / PASSAGEWAYS

	VOID SPACES / DUCT KEEL / COFFERDAMS / PASSAGEWAYS (Separate comments to be made for each compartment)	<u>NOT INSPECTED</u>	<u>NOT INSPECTED</u>	Ballast trunks	<u>NOT INSPECTED</u>	
7.11.1	Paint condition		1			
7.11.2	General cleanliness		1			
7.11.3	Sounding pipes with striking plate		1			
7.11.4	Air pipes		1			
7.11.5	Filling pipes		1			
7.11.6	Remote sounding		1			
7.11.7	Manholes		1			
7.11.8	Suction pipes		1			
7.11.9	Bilge pipes with valves		1			
7.11.10	Ballast pipes with valves		1			
7.11.11	Fuel oil pipes with valves		1			
7.11.12	Steam pipes with valves		1			
7.11.13	Hydraulic pipes with valves		1			
7.11.14	Air pipes with valves		1			
7.11.15	Cargo pipes with valves		1			
7.11.16	CO ₂ pipes		1			
7.11.17	Fire line with hydrants		1			
7.11.18	Ladders		1			

Case 1:08-cv-06387-DLC	Document 0-4	Filed 07/31/2008	Page 18 of 27	
Description	(1 to 5 to be filled up against each item listed below as applicable)			Remarks
	INSPECTION DATES (Previous 3 inspections & the present condition)			or
	30/08/07	03-05-08		See Note No.

7.11.19	Lighting		1		
7.11.20	Alarm high level / bilge alarm		1		

7.12 NAVIGATION EQUIPMENT

7.12.1	Magnetic compass with deviation table / curve	4	4		No Spare Magnetic Compass
7.12.2	Gyro compass and repeaters	4	4		
7.12.3	Radar	4	4		Seldom used
7.12.4	Arpa	4	4		
7.12.5	Echo sounder	4	4		
7.12.6	Speed log	4	2		
7.12.7	Rudder angle indicators	4	4		
7.12.8	GPS	4	4		
7.12.9	Navtex	4	4		
7.12.10	Course recorder	4	-		
7.12.11	Command printer	4	2		Out of order
7.12.12	Anemometer	4	4		
7.12.13	Weather fax	4	2		Out of order
7.12.14	Signal lamp (Aldis)	4	4		
7.12.15	AIS	4	4		
7.12.16	Whistle / horn	4	4		
7.12.17	Panama pilot shelters		-		
7.12.18	Charts and Publications	4	4		Only Coastal Trade

7.13 COMMUNICATION EQUIPMENT

7.13.1	Satellite standard A		-		
7.13.2	Satellite standard B		-		
7.13.3	Satellite standard C	4	4		
7.13.4	Satellite Mini M	4	4		
7.13.5	Phone	4	4		
7.13.6	Telex	4	4		
7.13.7	Telefax	4	4		
7.13.8	GMDSS equipment	4	4		
7.13.9	VHF	4	4		
7.13.10	VHF Portable	4	4		
7.13.11	Epirbs	4	4		
7.13.12	Radar transponders	4	4		

Description

INSPECTION DATES

(Previous 3 inspections & the present condition)

or

See Note No.

7.14 ENGINE ROOM – CONDITION OF CLEANLINESS AND PAINTING

7.14.1	Funnel	3	3			
7.14.2	Casing	3	3			
7.14.3	Main engine	3	3			
7.14.4	Auxiliary engines	3	3			
7.14.5	Main boilers	4	3			
7.14.6	Cargo oil pump turbines / diesel engines		-			
7.14.7	Incinerator	4	2			Not in operation
7.14.8	Exhaust boiler	4	4			
7.14.9	Exhaust systems	4	3			
7.14.10	Purifier room	4	3			
7.14.11	Control room	4	4			
7.14.12	Workshop	3	4			
7.14.13	Store rooms	3	3			
7.14.14	Steering gear	3	3			
7.14.15	Compressor rooms	3	3			
7.14.16	Fan rooms	3	3			
7.14.17	Shaft tunnel		-			
7.14.18	Below floor plates	3	2			
7.14.19	Bilges	3	2			
7.14.20	Stabiliser room		-			
7.14.21	Pump room (within engine room)		-			
7.14.22	Ventilation ducts		-			
7.14.23	Escape trunks		3			
7.14.24	Coolers and condensers	4	3			
7.14.25	Changing room	4	3			
7.14.26	Office	4	-			
7.14.27	General cleanliness	3	3			
7.14.28	Paint condition	4	3			
7.14.29	Chemical treatment for boiler and cooling water	3	3			
7.14.30	Chemicals and Gases storage and handling	3	3			

Description	SYMBOLS TO BE FILLED UP AGAINST EACH ITEM LISTED BELOW AS APPLICABLE				Remarks or See Note No.
	INSPECTION DATES (Previous 3 inspections & the present condition)				
	30/08/07	03-05-08			

7.15 MAIN ENGINE

7.15.1	Main Engine (Enclose available reports of deflection, bearing measurements, liners and piston conditions etc.)		2			NO RECORDS
7.15.2	Turbochargers		2			
7.15.3	Exhaust system with pipes		3			
7.15.4	Air system with pipes		4			
7.15.5	Cylinder Liners – maximum wear down / ovality		1			NO RECORDS
7.15.6	Pistons , Crowns & Skirts		1			NO RECORDS
7.15.7	Cylinder covers and valves		3			
7.15.8	Thrust bearing		1			NO RECORDS
7.15.9	Main engine alarm system		3			
7.15.10	Crankshaft deflections		1			NO RECORDS
7.15.11	Bearings clearances		1			NO RECORDS
7.15.12	Oil mist detector		4			
7.15.13	Emergency trips		1			NO RECORDS
7.15.14	Critical spares inventory		1			NO RECORDS
7.15.15	General condition		2			

7.16 AUXILIARY ENGINES

7.16.1	Auxiliary Engines (Enclose available reports of deflection, bearing measurements, liners and piston conditions etc.)		2			
7.16.2	Turbochargers		3			
7.16.3	Exhaust system with pipes		2			
7.16.4	Generator engines		3			
7.16.5	Cylinder liners (from last decarb.report)		1			NO RECORDS
7.16.6	Crankshaft deflection		1			NO RECORDS
7.16.7	Bearing clearances		1			NO RECORDS
7.16.8	Alternators		4			
7.16.9	Spares inventory		1			NO RECORDS
7.16.10	General condition		2			

7.17 STEAM SYSTEMS

7.17.1	Main boilers		2			Automation not in order and No Record of testing of Alarms/trips
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Description

INSPECTION DATES

(Previous 3 inspections & the present condition)

30/08/07

03-05-08

 or
 See Note No.

7.17.2	Dumping condenser		3			
7.17.3	Vacuum condenser		-			
7.17.4	Exhaust gas boiler		3			
7.17.5	Piping		3			
7.17.6	Valves and actuators		3			
7.17.7	Oil burner units, controls , piping & valves		3			
7.17.8	FD fans, air register and controls		3			
7.17.9	Exhaust trunking		3			
7.18 OTHER AUXILIARY MACHINERY						
7.18.1	Purifiers for fuel / diesel		2			
7.18.2	Purifiers for lube oil		3			
7.18.3	Lube oil pumps		3			
7.18.4	Sea water pumps		3			
7.18.5	Fresh water pumps		4			
7.18.6	Fuel oil pumps		3			
7.18.7	Diesel oil pumps		3			
7.18.8	Steam turbines for cargo oil pumps		-			
7.18.9	Diesel engines for cargo oil pumps		-			
7.18.10	Main feed water pumps for boiler		2			Feed water pumps are being operated manually
7.18.11	Aux. Feed water pumps for boiler		-			
7.18.12	Lube oil coolers		4			
7.18.13	Fresh water coolers		4			
7.18.14	Air coolers		4			
7.18.15	Sewage system		2			Not in Operation
7.18.16	Incinerator		2			Not in Operation
7.18.17	Oil discharge monitoring unit		2			Not in Operation
7.18.18	Main air compressors		3			
7.18.19	Working air compressor		3			
7.18.20	Air conditioning plant		3			
7.18.21	Provision reefer plant		4			
7.18.22	Galley equipment		4			
7.18.23	Laundry equipment		4			

Description

INSPECTION DATES

(Previous 3 inspections & the present condition)

30/08/07

03-05-08

 or
 See Note No.

7.18.24	Shafting with bearings and thrust bearings		4			
7.18.25	Emergency escape		3			Always kept Open
7.18.26	Control room		4			
7.18.27	Main switchboard		4			
7.18.28	Pipes and valves		3			
7.18.29	Steering gear		4			
7.18.30	Emergency steering		4			
7.18.31	Electrical equipment and Insulation		4			
7.18.32	Automation equipment		3			
7.18.33	Engine room crane(s)		3			
7.18.34	Oily water separator		2			Not in Operation. New Oil content meter fixed but not connected
7.18.35	Stern tube seals leak – outer		-			Water Cooled
7.18.36	Stern tube seals leak – inner		2			LEAKING PROFUSELY
7.18.37	Hydrophore tank		3			
7.18.38	Steam / Electric heater		4			
7.18.39	Hydrophore pumps		3			
7.18.40	F. W. Gen. plant & capacity		3			Capacity 21mt/day but production is 8 mt/day

7.19 EMERGENCY EQUIPMENT

7.19.1	Co ₂ System		1			For Galley
7.19.2	Co ₂ bottles (last tested)		1			
7.19.3	Halon System (last tested)		1			For E/R and Pump room
7.19.4	Foam system (last tested)		1			For Cargo area
7.19.5	Sprinkler system		1			For Samples room
7.19.6	Fire fighting system - Other		1			DCP for manifold area
7.19.7	Emergency lighting system		1			
7.19.8	Emergency generator system		1			
7.19.9	Emergency fire pump system		1			
7.19.10	Emergency compressor system		1			
7.19.11	Emergency switchboard		4			
7.19.12	Emergency steering		1			
7.19.13	Portable Walkie-talkies		4			
7.19.14	Batteries (accumulators)		4			

Description	INSPECTION DATES (Previous 3 inspections & the present condition)				Remarks or See Note No.
	30/08/07	03-05-08			

7.19.15	Emergency procedures		1		
7.19.16	Emergency receiver / transmitter		4		
7.19.17	Fire fighting hoses, nozzles		4		
7.19.18	Portable fire extinguishers		4		
7.19.19	Ship / shore international shore connection		1		
7.19.20	Life boat equipment		1		
7.19.21	Life boat engine		1		
7.19.22	Davits		1		
7.19.23	Life rafts		4		
7.19.24	Life jackets, Life buoys		4		
7.19.25	Hydrostatic releases		4		
7.19.26	Fire dampers		4		
7.19.27	Fire man's outfit		1		
7.19.28	Distress signals, line throwing apparatus		4		
7.19.29	Lifelines				
7.19.30	Breathing apparatus		4		
7.19.31	Air bottles for breathing apparatus		4		
7.19.32	Portable recharging equipment for air bottles		4		
7.19.33	Thermal protective aids		4		
7.19.34	Immersion suits		1		
7.19.35	Life belts with lights		1		
7.19.36	Hospital equipment		1		
7.19.37	Medicine locker		1		
7.19.38	Stretcher		4		
7.19.39	Oxygen resuscitation equipment		4		
7.19.40	Emergency Escape Breathing Devices (EEBD)		4		
7.19.41	Engine room quick release valves		4		
7.20 SAFETY SYSTEMS / OPERATING SYSTEMS					
7.20.1	Fire detection system		4		
7.20.2	Smoke detection system		4		
7.20.3	Fire alarm / General alarm		1		

Description

INSPECTION DATES

(Previous 3 inspections & the present condition)

30/08/07

03-05-08

 or
 See Note No.

7.20.4	CO ₂ alarm and trips		1			
7.20.5	Oil mist detector alarm		1			
7.20.6	Engine system alarms (UMS / Machinery etc.)		1			
7.20.7	Bilge alarms		4			
7.20.8	Tanks overfill alarms		1			
7.20.9	Fire control plan posted		4			
7.20.10	Log books – Official		1			
7.20.11	Log book – Deck		1			
7.20.12	Log book – Engine		1			
7.20.13	Oil record book		1			
7.20.14	Oil discharge monitoring alarm		1			
7.20.15	Ballast monitoring alarm		1			
7.20.16	Load distribution instrument		1			
7.20.17	Portable gas detectors		1			
7.20.18	Portable oxygen detectors		2			Out of order
7.20.19	Personnel protective equipment		3			
7.20.20	Safety helmet		3			
7.20.21	Hearing protection		3			
7.20.22	Boiler suits / safety shoes		4			
7.21 ACCOMMODATION						
7.21.1	Store rooms paint condition		4			
7.21.2	General cleanliness in store rooms		4			
7.21.3	Ladders		4			
7.21.4	Drain pipes / FW pipes		4			
7.21.5	Dry provision store rooms		4			
7.21.6	Reefer provision store rooms		3			
7.21.7	Galley		4			
7.21.8	Pantries		4			
7.21.9	Mess rooms		3			
7.21.10	Saloons		4			
7.21.11	Hospital		4			
7.21.12	Deck Office		4			
7.21.13	Cargo control room		4			

Case 1:08-cv-06387-DLC	Document 10-4	Filed 07/31/2008	Page 25 of 27	
Description	CONDITION GRADE NO. (1 to 5 to be filled up against each item listed below as applicable)			Remarks or See Note No.
	INSPECTION DATES (Previous 3 inspections & the present condition)			
	30/08/07	03-05-08		

7.21.14	Engine Office		-			
7.21.15	Passageways		4			
7.21.16	Stairways		4			
7.21.17	Lift		-			
7.21.18	Cabins		3			
7.21.19	Offices		4			
7.21.20	Bridge		4			
7.22 ISM / ISO						
7.22.1	SMS Reporting		1			
7.22.2	Permits		1			
7.22.3	Checklist		1			
7.22.4	Manual Administration		1			
7.22.5	Garbage		1			

9. ENCLOSURES

CONTENTS OF DOCUMENTATION RECEIVED DURING INSPECTION

9.1 CLASS STATUS REPORT

EXHIBIT 3

Av. RONDEAU 2023 - MONTEVIDEO - URUGUAY
 TELEFONO 595(2) 924 83 39 - FAX 595(2) 924 70 95
 E-mail: tsakos@tsakosmonte.com.uy - CASILLA POSTAL 532
 www.tsakosmonte.com.uy

TSAKOS

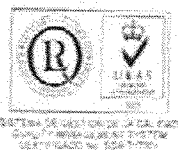
RUC 21 000017 0011
FACTURA (INVOICE)

SERIE A

Nº 10940

RUC COMPRADOR

DEBE (AMOUNT)



Montevideo, July 16th, 2008

Sr. (Messrs.) Brygen Shipping & trading AS

Buque (Ship's name) M/V "GLOBAL BAHIA"

IMO Nº 8508670

Bandera (Flag) Bahamas

Dirección (Address) Puerto de Montevideo

Agencia (Agent) Schandy

OBRA Nº 3.098
 WORK ORDER

	Afloat repairs during vessel stay in ours facilities on Montevideo's Port - Uruguay, from 01.07.2008 to 17.07.2008.	U.S. DOLLARS
002	Stay of the vessel alongside dry dock	8.160
003	Berthing / Unberthing of the vessel alongside DDII	720
010	Crane service for ship's use	630
012	Access gangway to the vessel	510
020	Provision of materials onboard	4.216
030	Fire protection service	2.780
032	Fresh water supply	2.120
342	Renewal steam pipes on deck	66.043
344	Renewal hydraulic pipes on deck	41.188
220	Sanitary pump repair	1.190
221	Emergency pump repair	825
209	Control air safety valves	1.260
900	Renewal sanitary connections in W.C. of toilets from accommodation	4.256
124	Tailshaft seal recondition	3.950
180	Fabrication four special connecting flanges	1.440
181	Fabrication 45 special conformed plates	2.200
342	Renewal fire pipe section on deck	650
901	Steam valve recondition	620

TOTAL: 142.758

(ONE HUNDRED FOURTY TWO THOUSAND SEVEN HUNDRED FIFTY EIGHT U.S. DOLLARS)

TRANSPERANCE IN FAVOUR OF:
 TSAKOS INDUSTRIAS NAVALES S.A.
 ACCOUNT Nº 7584776 WITH BANCO BBVA
 25 DE MAYO - MONTEVIDEO - URUGUAY
 SWIFT BBVUUYNM

CONDICIONES DE PAGO. Cash
 PAYMENT TERMS

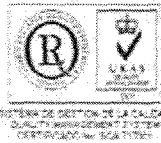
IVA EXENTO: LEY 14.650 ART. 18 y LEY 14.100 ART. 82. DECRETO 220/998 ART. 34 INC. 2
 IVA AL DIA
 IMP. CARDO LTDA. RUC 210738430018
 CONSTANCIA 62070454477 - 5/07
 FACTURA DEBE A 10551 - 11050 X4
 IMPRENTA AUTORIZADA

Vencimiento
 23/5/09

[Signature]
 FIRMA DE CONFORMIDAD
 SIGNATURE OF AGREEMENT
 EMS (India) Pvt. Ltd.
 GREEN (MAY) - QUEXOCUEN

TSAKOS INDUSTRIAS NAVALES S. A.

Av. RONDEAU 2023 - MONTEVIDEO - URUGUAY

TELÉFONO: 598(2) 924 93 36 - FAX: 598(2) 924 70 95
E-mail: tsa@tsakos.com.uy - CASILLA POSTAL 532**TSAKOS**

RUT 21 000017 0011

RECIBO OFICIAL N° 7583

SERIE B

RUC COMPRADOR

LIQUIDACION

FACTURA		IMPORTE
N°	Fecha	
		US\$ 142.758
		(20)
		"
		"
		"
		"
		"
TOTAL US\$		142.758

4/5 GLOBE S.A.

Recibimos de BRIGGEN SHIPPING TRADING AS
 La suma de cuatrocientos y dos mil setecientos
ochenta y ocho dólares

- ☐ EFECTIVO
☐ CHEQUE N° BANCO
☒ GIROS CLIENTES EXT. N°
☐ CANJE DE RECIBOS

BANCO BBVA

Montevideo,

16 de julio

de 2008

VIA 1 - BLANCO FUENTE
 VIA 2 - AMARILLO CLIENTES
 VIA 3 - CELESTE ARCHIVO

7401 - 7500 x3 - 11/07 - IMP. CARDÓ LTDA. RUT 210736430018 - IMPRENTA AUTORIZADA

[Signature]
 TSAKOS INDUSTRIAS NAVALES S.A.
 VIA 1 - CLIENTE